



Service Bulletin

no. 76-5

Date: **MAY 3rd, 1976**

Subject: **BETOR FORK KIT (PART NO. 749 008 000)**

Serial nos.: **ALL**

Models: **ALL**

It has been found that under some extreme riding conditions, the small valve washer **spring** located between the orifice valve and the valve washer of the damping rod may fall out of place and jam the fork tube and slider at full bottom position or cause other damage to the internal parts of the fork.

8. Remove the "air spring".
9. Clean all parts carefully with a general purpose solvent and inspect them for damage.

The remedy is to remove the "air spring".

◆ **WARNING:** Solvent with a low flash point such as gasoline, naphtha, benzol, etc, should not be used as each is flammable and explosive.

○ **NOTE:** Removal of this spring will have no noticeable effect on the damping action.

REASSEMBLY

REMOVAL

1. Mount motorcycle on a stand or box with front wheel raised.
2. Remove front wheel assembly.
3. Remove the fork spring retaining cap then drain fork oil then reinstall drain screws.

1. Push the damper assembly back into the fork tube and replace the circlip.

WARNING: Install circlip with sharpest edge facing bottom of forks.

○ **NOTE:** Prior to the removal of the drain screws, the fork spring retaining cap should be taken off, to prevent the oil from splashing out under pressure.

2. Lubricate seals with oil and gently ease sliders up onto fork tubes and up to contact damper rod.

4. Remove damper rod retaining screw.

○ **NOTE:** Slider with brake plate anchor lug is for left side.

○ **NOTE:** With the fork springs removed, pull out oil deflector with a hooked rod and, using an appropriate screwdriver locate damper rod holding slot, then remove retaining screw.

3. Insert damper rod retaining screw and tighten securely, using an appropriate screwdriver to hold damper rod firmly.

▼ **CAUTION:** Never insert any jamming device into oil drain orifice or slider may be damaged.

4. Insert fork springs and temporarily install fork spring retaining caps.

5. Pull sliders down and off fork tubes.

5. Install front wheel assembly.

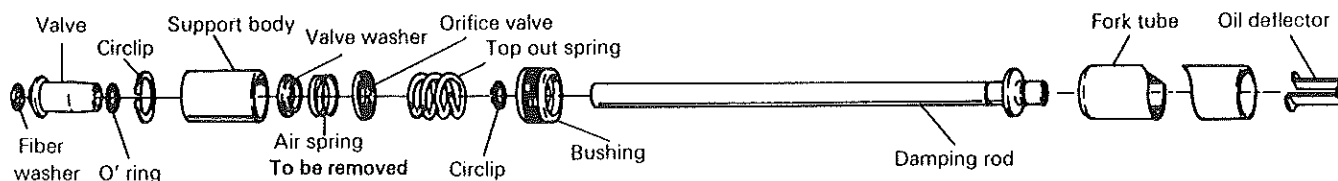
6. Remove the large circlip at the bottom of the fork tube.

○ **NOTE:** Spin wheel in forward rotation, apply brake and while applying brake, tighten axle nut. **THIS IS IMPORTANT.** It centers the brake shoes.

7. Pull the damper assembly down and out of the fork tube.

▼ **CAUTION:** Briskly compress forks (with front brake applied) to align fork legs before tightening axle pinch bolts.

6. Remove spring retaining caps and add fork oil as required.



OPTIONS	RIDER WEIGHT	FORK OIL	CAPACITY MINIMUM	CAPACITY MAXIMUM
Soft	Up to 150 lbs	SAE 5 or SAE 10	200 cc	230 cc
Medium	150 to 200 lbs	SAE 5 to SAE 10	200 cc	230 cc
Firm	200 lbs plus	SAE 5 or SAE 10	200 cc	230 cc

NOTE: The information contained in this bulletin does not constitute a warranty authorization.

TECHNICAL INFORMATION CENTER



Service Bulletin

no. 76-8

Date: June 16, 1976

Subject: Ignition locking switch installation

Serial nos: All

Models: T'NT 0/R 175 cc and all units equipped with an Enduro kit

An ignition locking switch is available to fit on any Can-Am equipped with an Enduro kit such as on the T'NT 0/R 175 cc.

Parts required

A)	1	738 022 002	Ignition switch ass'y.
B)	1	739 002 000	Ignition switch mount
C)	1	730 352 001	Ring tongue 6 mm
D)	2	730 100 001	Shur plug terminal
E)	2	730 201 001	Shur plug receptacle
F)	1	730 200 000	Receptacle
G)	2	730 451 000	Plastic cover
H)	1	730 450 000	Plastic cover
I)		409 601 100	24" red 18 gauge wire
J)		409 608 000	24" green/white 18 gauge wire

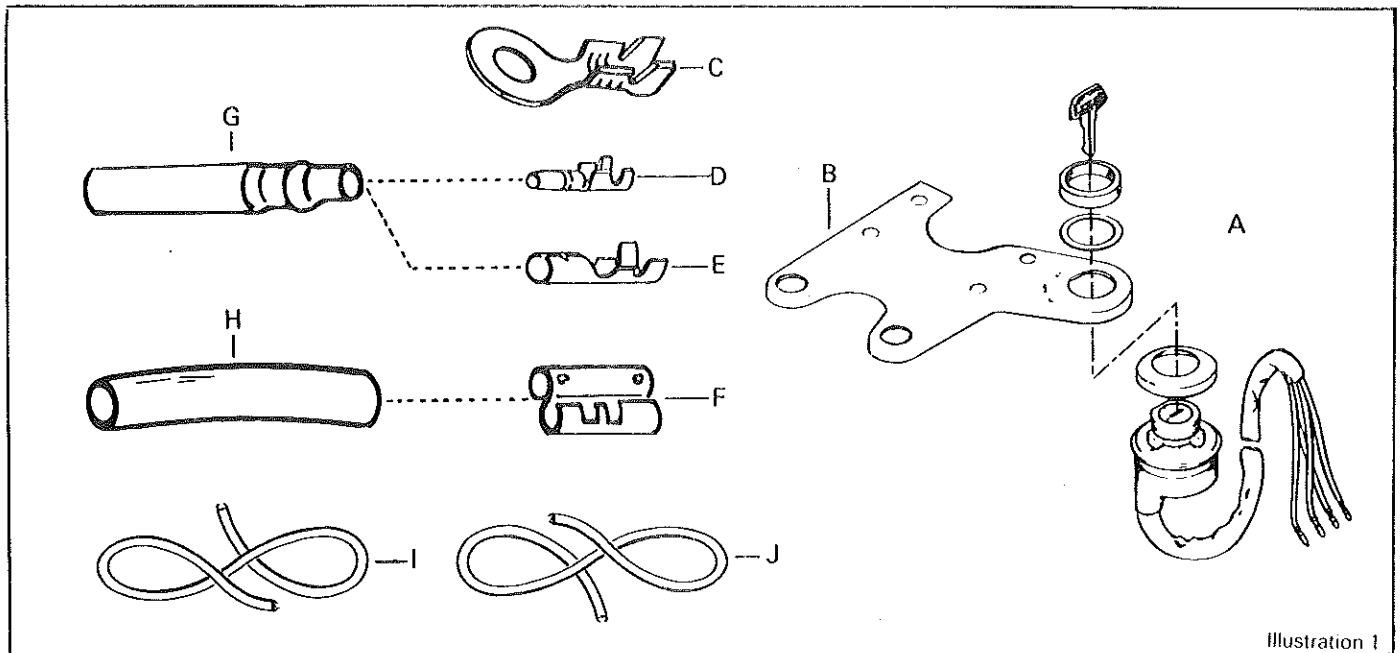


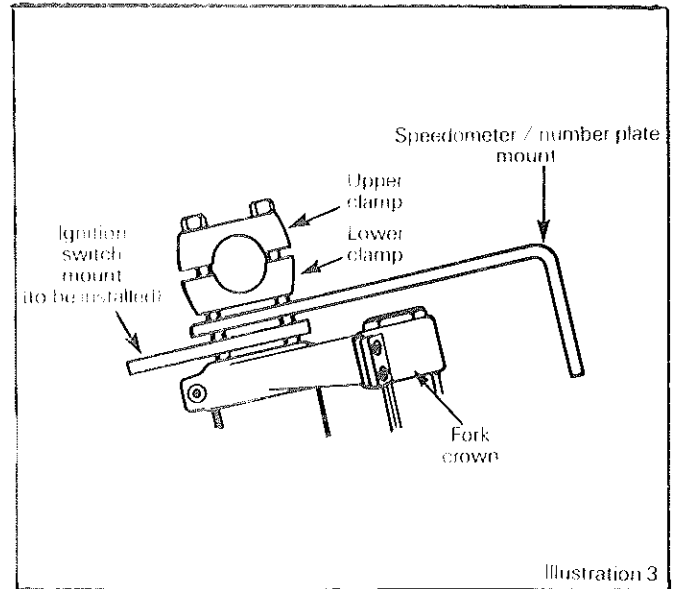
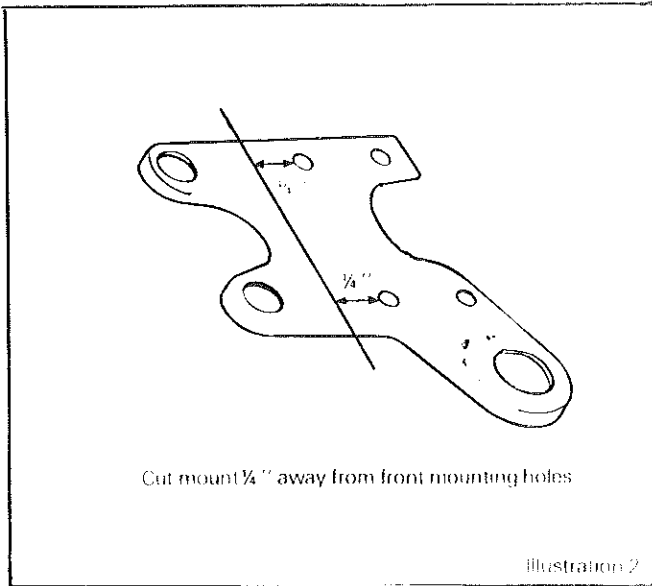
Illustration 1

On models equipped with the Enduro kit speedometer/number plate mount, the ignition switch mount should be modified as per illustration (2) before installation.

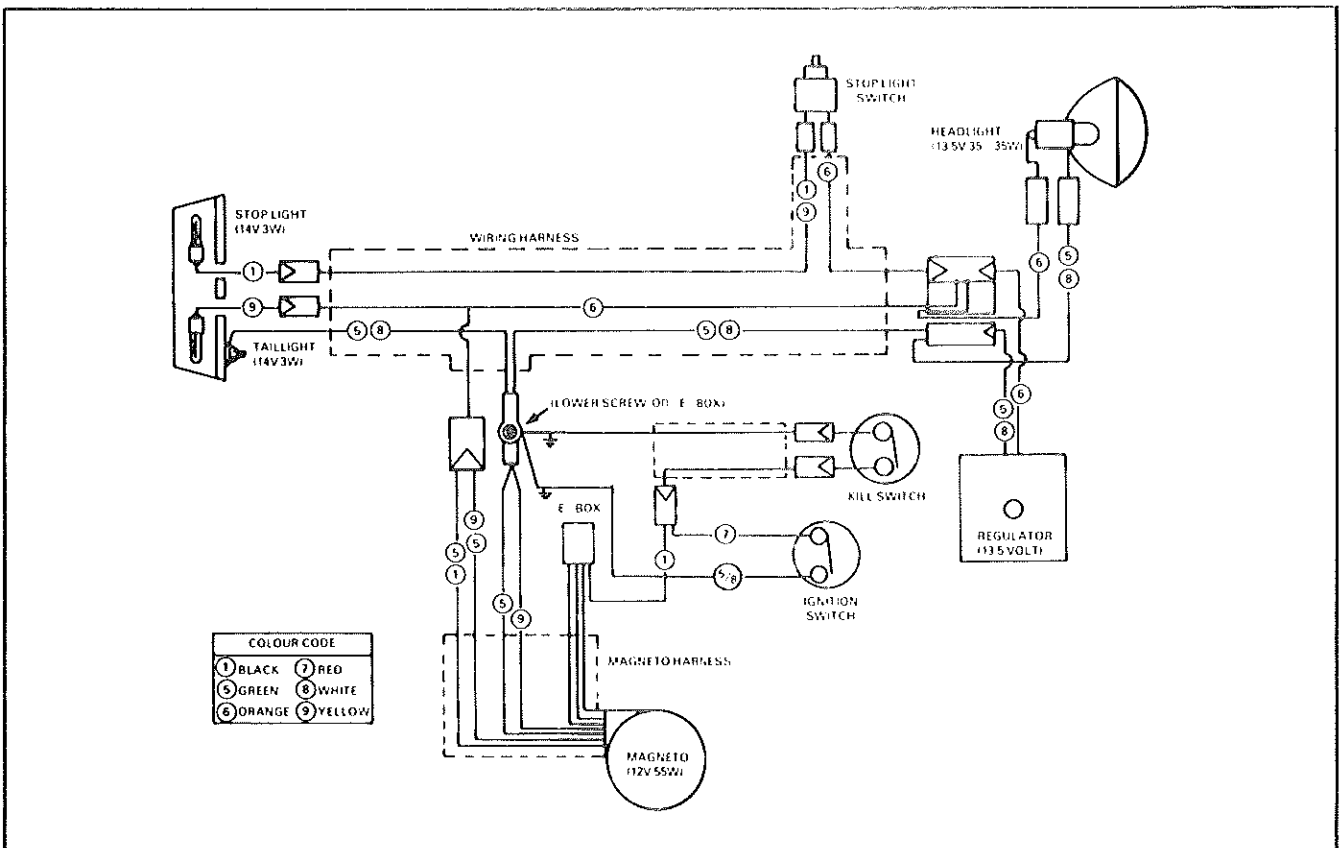
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1. Remove the handlebar clamp bolts and slide the modified ignition switch mount under the speedometer/number plate mount. Replace the clamp bolts and tighten them securely (See illustration 3).



○ NOTE: Position handlebar as desired before bolts are tightened.

2. Secure the ignition switch properly to the mount. Connect the green/white wire to the ground. (Located at the lower screw on the electronic box). (See wiring diagram).

3. Using the receptacle (F) join the red wire of the ignition switch with the black wire (from the electronic box) and the brown wire (from the kill switch) together, (see wiring diagram). Tape the two remaining wires of the ignition switch to the harness.

▼ CAUTION: Make sure the connections are properly wrapped with the plastic covers.

TECHNICAL INFORMATION CENTER



Service Bulletin

no. 76-9

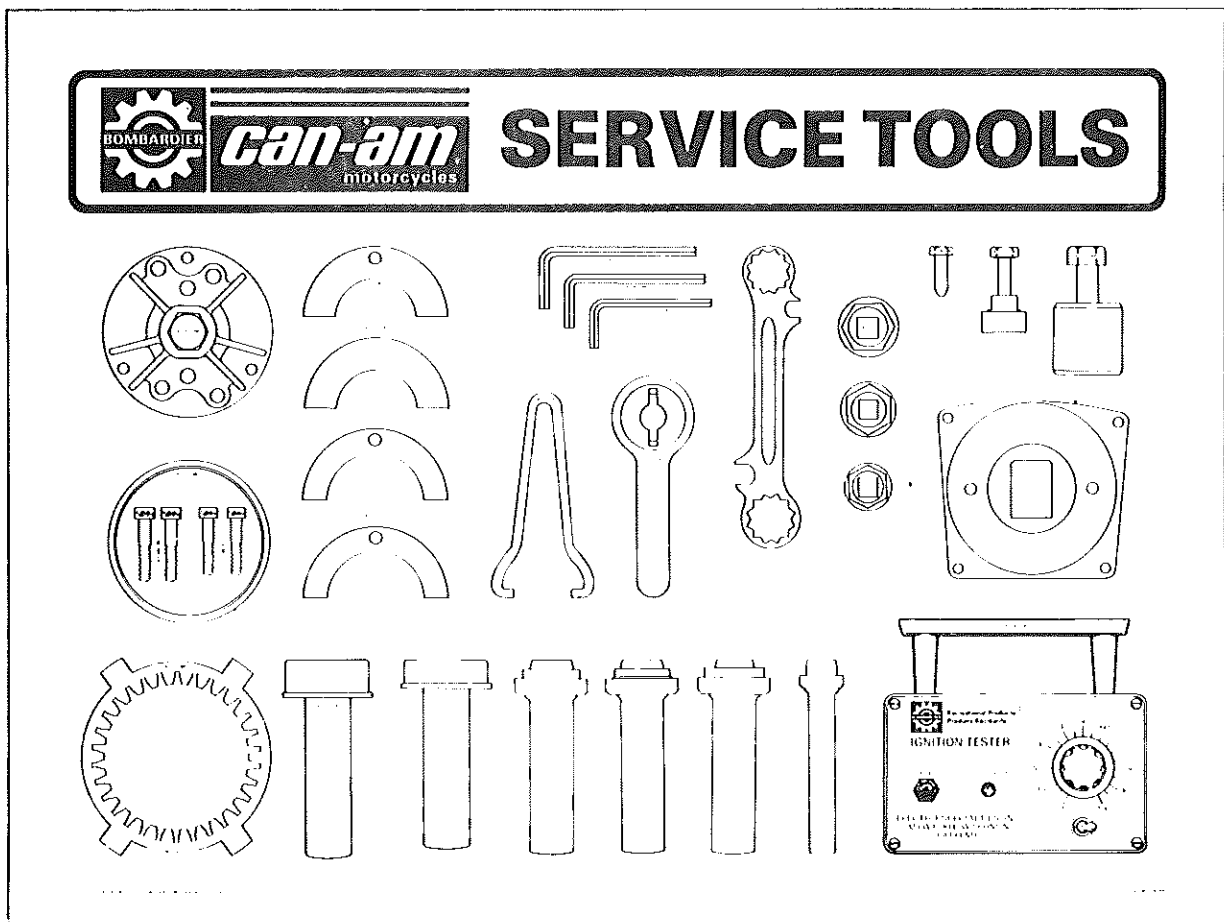
Date: July 9th, 1976

Subject: A) Torque specification
B) Gas cap breather

Serial nos: All

Models: C) Plasticized tool chart
All

- A) The tightening torque of the clutch side crankshaft/drive gear nut M 18 X 1.5 has been reduced to 7.5-8 kg-m (54-58 ft-lbs), to prevent distortion of the main bearing.
- B) An anti-spillage device can be fitted to the fuel cap breather (competition bulletin 76-3) by placing a small disc of air filter foam (approx. 1 1/4" diameter) in the fuel cap base.
- C) Can-Am service tool wall chart p/n 736 024 000.



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()
This colourful chart (red and black on white) is plasticized and therefore grease proof and washable.

() We recommend that you glue it onto a 3/4" plywood panel and, using finishing nails, common nails or hooks, position all your service tools in the appropriate spot.

() This wall chart will further promote your professional shop image and will also help you keep track of your service tools.

() The price per poster is two (2) dollars to cover the printing, handling and shipping costs.

Order your wall charts directly from:

Bombardier Limited,
Valcourt, P.Q.,
Canada,
JOE 2L0

() Please send a certified check or money order.

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TECHNICAL INFORMATION CENTER



Service Bulletin

no. 76-10

Date: August 16, 1976

Subject: 1975 head light conversion

Serial nos: All

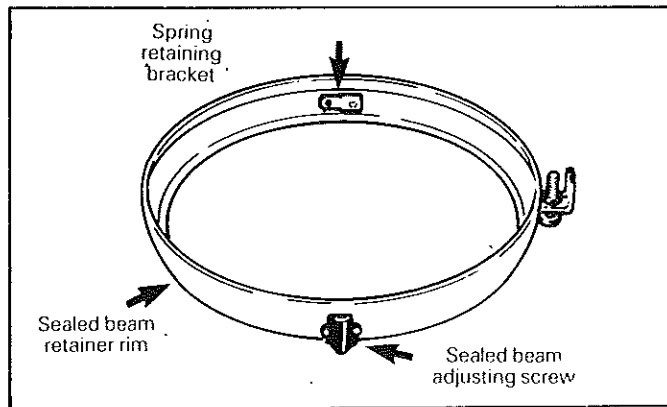
Models: 1975 T'NT

Now that the headlight aiming screw device is no longer required by legislation, the sealed beam mount may be up-graded to our 1977 set-up. (i.e.: sealed beam rubber mounted in rim using 2 rubber rings similar to our 1973/74 set-up).

Parts required

1	738 010 000	Sealed beam
1	738 009 000	Insulator rubber retainer ring
1	738 009 001	Insulator rubber

- Remove and discard the damaged sealed beam. Modify the sealed beam retainer rim by pressing spring retaining bracket flush with the rim body.



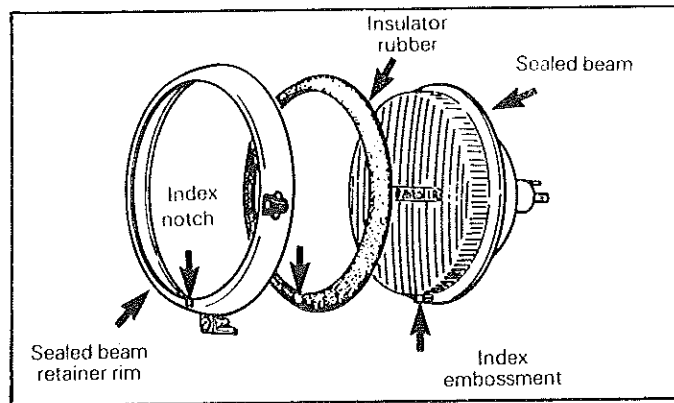
○ NOTE: Remove any broken particles left on the sealed beam adjusting screw.

- Fit the insulator rubber into the retainer rim with the sealed beam on top. Making sure to align the index embossment of the sealed beam with the index notch of the insulator

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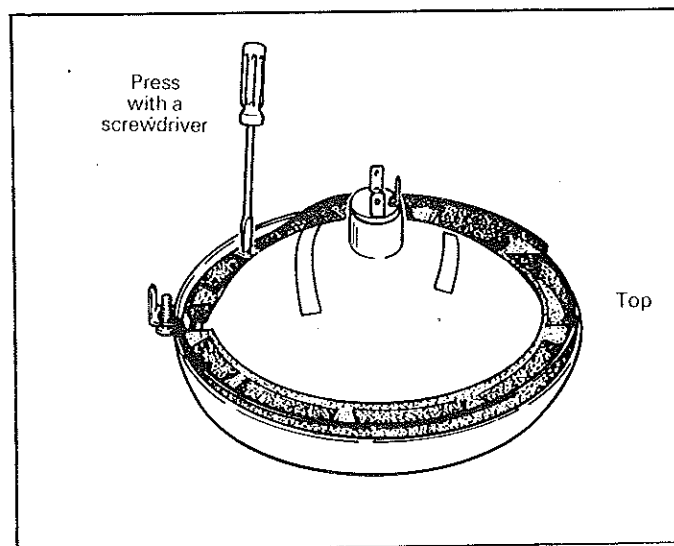
○ NOTE: The information contained in this bulletin does not constitute a warranty authorization.

rubber and the sealed beam retainer rim.

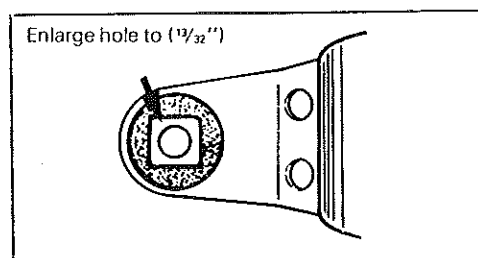


- Insert the insulator rubber retainer ring and press it into place using a screwdriver (as illustrated).

○ NOTE: Use soapy water if necessary.



For head light aiming, enlarge the hole in the square spacer (drill $13/32''$) to provide more side to side movement for the fixing screw.



TECHNICAL INFORMATION CENTER



Service Bulletin

no. 76-11

Date: September 30, 1976

Subject: Optional alternator output
increase kit

Serial nos: All 5861

Models: T'NT 250 cc

The Can-Am electrical system output is designed to supply the headlamp, the taillamp and the speedometer lights and to provide a sufficient battery charge rate, at normal riding speeds, to meet the occasional, additional draw of the stop light and the signal flashers.

However, some owners may ride at slower than normal speeds or perhaps leave the lights switched on after the engine is stopped or they may have the bad habit of "riding" the brake pedal (keeping the brake light on) or they may not switch the flashers off after each turn. While there is nothing "particularly" wrong with these particular habits, the electrical system certainly will not "particularly" like them and the battery may require periodic overnight trickle charge to keep up to this abnormal demand.

▼ **CAUTION:** Disconnect black/white battery lead at fuse holder to protect rectifier from damage during charging.

To increase the alternator output a kit is now available under no. 749 012 000.

Attached to this bulletin is a copy of the optional 250 alternator output increase kit instruction sheet.

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can-am

OPTIONAL: 250 ALTERNATOR OUTPUT INCREASE KIT

(p / n 749 012 000)

WARNING: For safety reasons, this kit is to be installed by an authorized dealer.

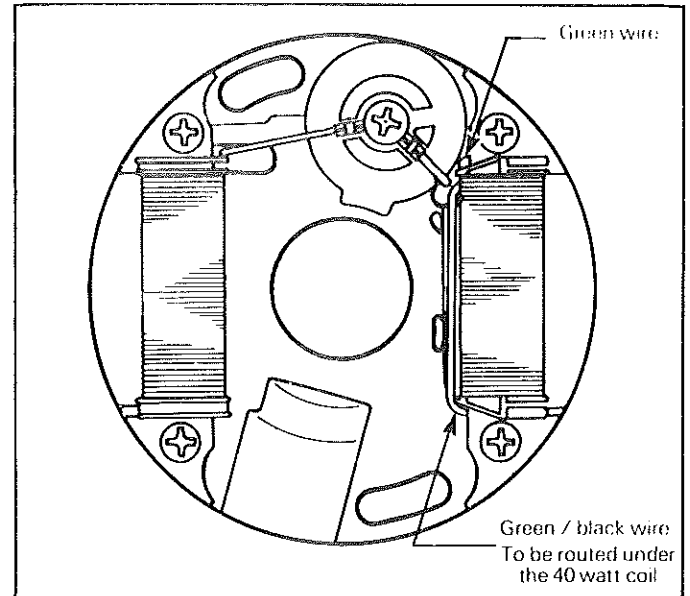
Parts included in the kit

- 1 — 420 264 505 Brake light coil (15 watts)
- 2 — 746 100 006 Distance sleeve
- 2 — 732 601 000 Screw (M4 x 32)
- 2 — 420 264 530 Splice connector
- 2 — 420 260 411 Protector tube

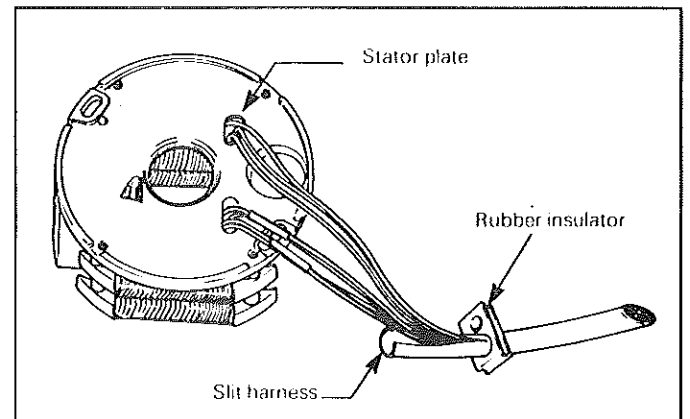
Proceed as follows:

- Remove the magneto cover.
- Remove the stator assembly from the cover.
- Remove and discard the two (2) screws (M4 x 22) retaining the 40 watt coil to the stator plate.
- Mount the 15 watt lighting coil (with the wires facing down towards the existing 40 watt coil), position the two (2) distance sleeves and secure with the two (2) screws (M4 x 32). Use Loctite (p / n 747 020 000) and torque to .4 kg-m (3 ft-lbs) maximum.

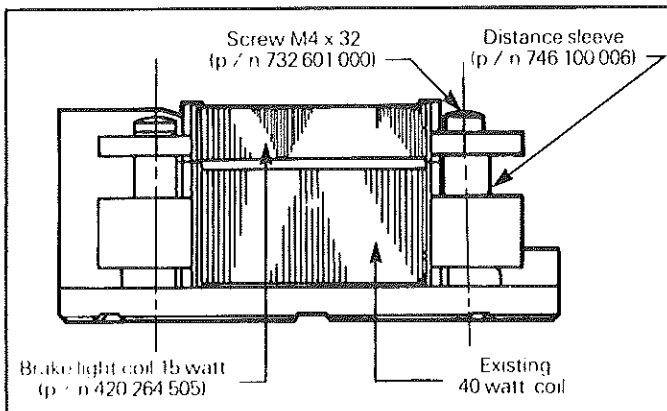
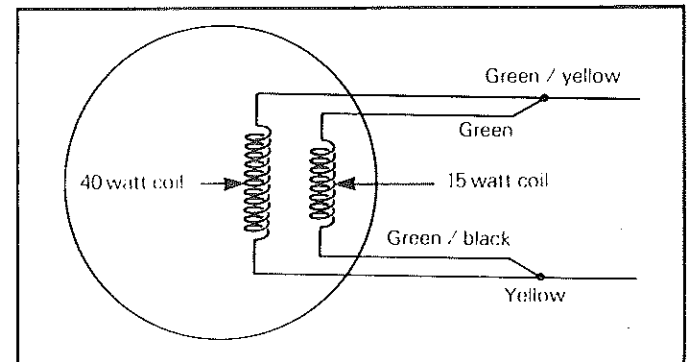
NOTE: Hold the two (2) coils towards the center of the stator plate while tightening to prevent the coil shoes from contacting the magneto.



- Slit the magneto harness envelope back to the rubber insulator, to expose the coil wires.



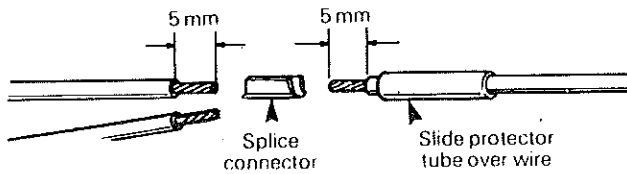
- Connect the new coil wires as illustrated.



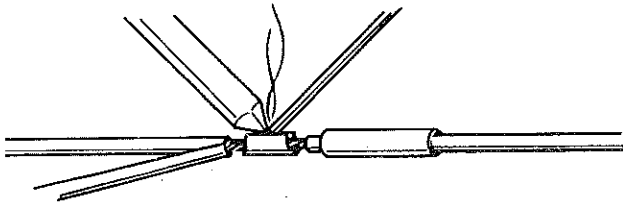
CAUTION: The green / black wire should be routed under the 40 watt coil to prevent the wire from rubbing on the magneto flywheel nut.

– Use a splice connector and protector tube, as illustrated, to connect the wires.

1. Strip 5 mm of insulation from each end.

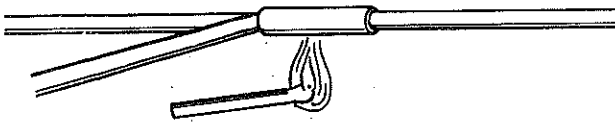


2. Crimp and solder wires into splice connector with resin core type solder.



▼ **CAUTION:** Do not use acid core solder, as connections will corrode.

3. Slide protector tube over splice connector then heat with a match to shrink the protector tube.



- Carefully tape harness envelope into place.
- Install the stator plate and magneto cover.
- Check the ignition timing and adjust if necessary.

Date: NOVEMBER 2nd, 1976

Subject: REAR HUB LACING

Serial nos: ALL

Models: ALL 1974-75-76

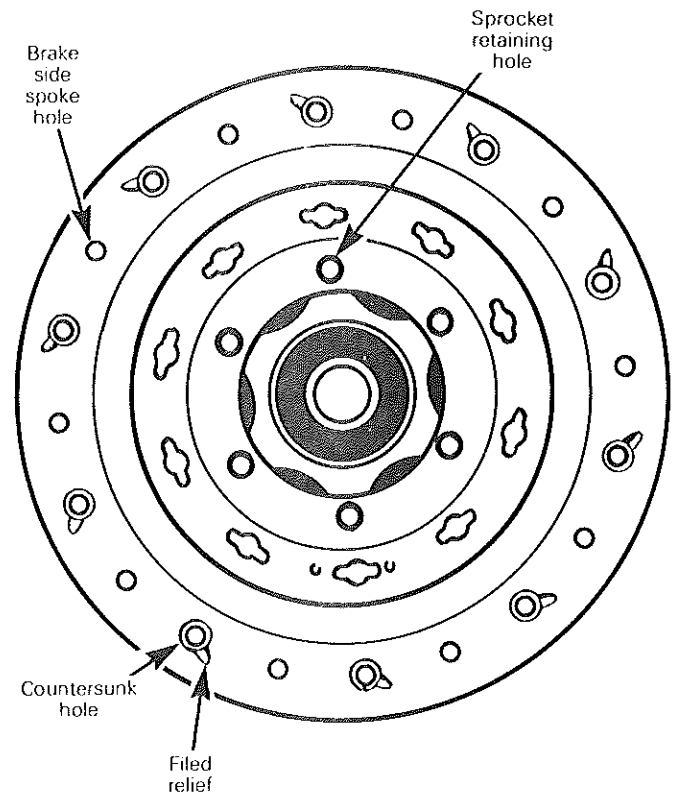
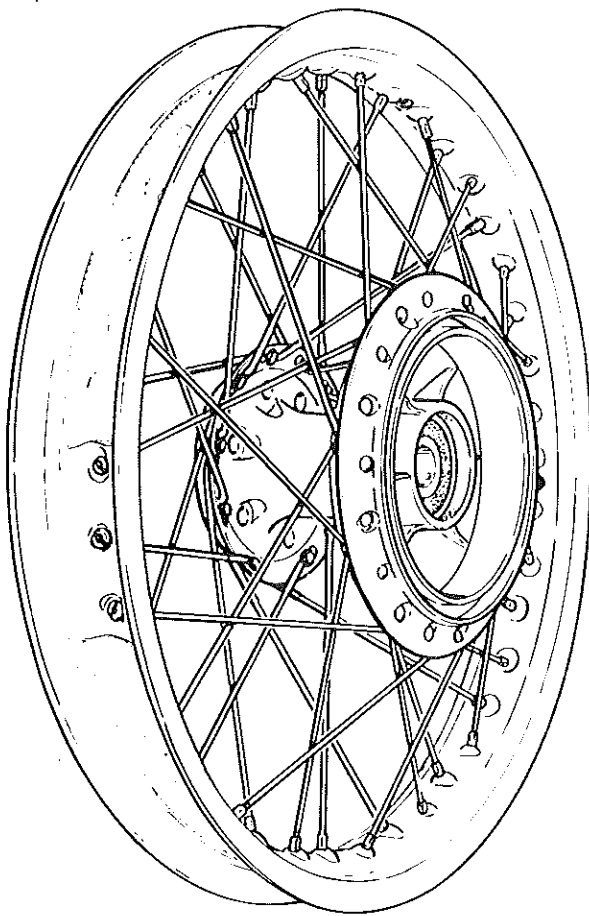
In order to further improve the strength of the 1974 and later model Can-Am motorcycle rear hubs the rear wheel may be laced with all spokes on the brake side mounted on the inside of the hub.

○ **NOTE:** If this procedure is to be performed on a wheel which is already laced, take the wheel completely apart and discard all the brake side outer spokes and replace them with 10, 743 012 007 L.H. (brake side) inside spokes.

PROCEED AS FOLLOWS:

Rear hub

A small relief should be filed into the edge of the countersunk hole on the inside of the hub to eliminate the slight binding which occurs. (See illustration).



This may be accomplished using the three following standard rear wheel spokes.

- 10 - 743 012 008 R.H. outside (sprocket side)
- 10 - 743 012 009 R.H. inside (sprocket side)
- 20 - 743 012 007 L.H. inside (brake side)

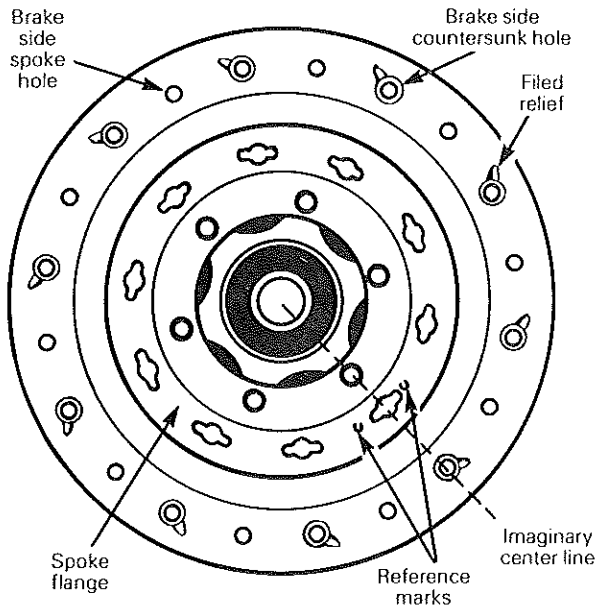
○ **NOTE:** Only a small amount of aluminium needs to be removed.

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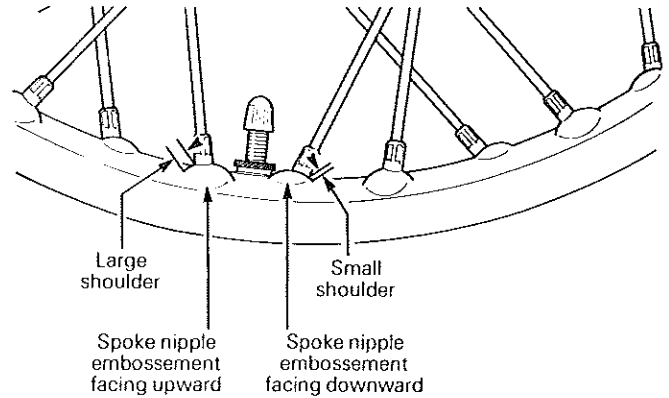
Rear wheel lacing

1. Place hub with the brake side facing downwards. On the wheel hub 6 holes align perfectly together when tracing an imaginary center line, i.e. 2 brake side spoke holes, 2 spoke flange holes and 2 sprocket retaining holes.

○ **NOTE:** On the sprocket side one spoke hole is marked with 2 dots, to use as a reference mark.



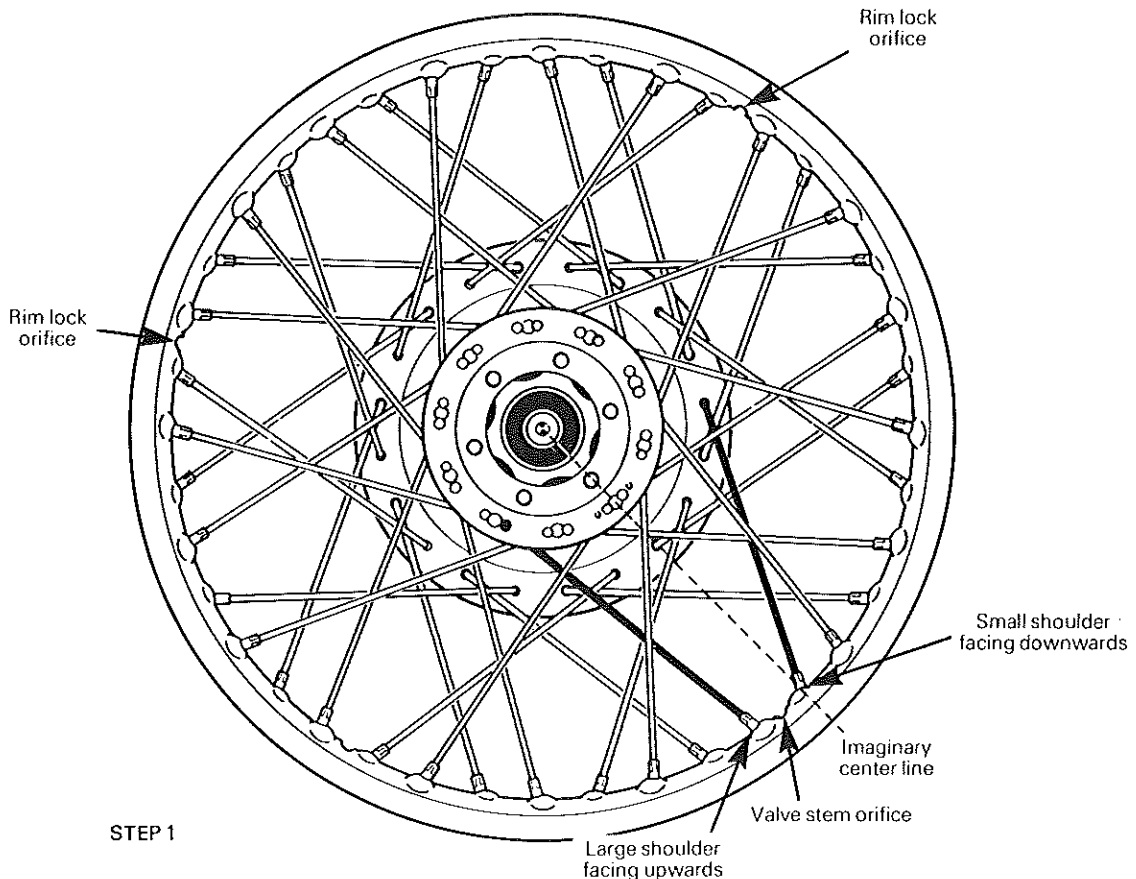
2. Position the rim so that the spoke nipple embossement with the small shoulder is facing downward.



○ **NOTE:** Make sure to position the spoke nipple embossement with the small shoulder on the right hand side of the valve stem orifice.

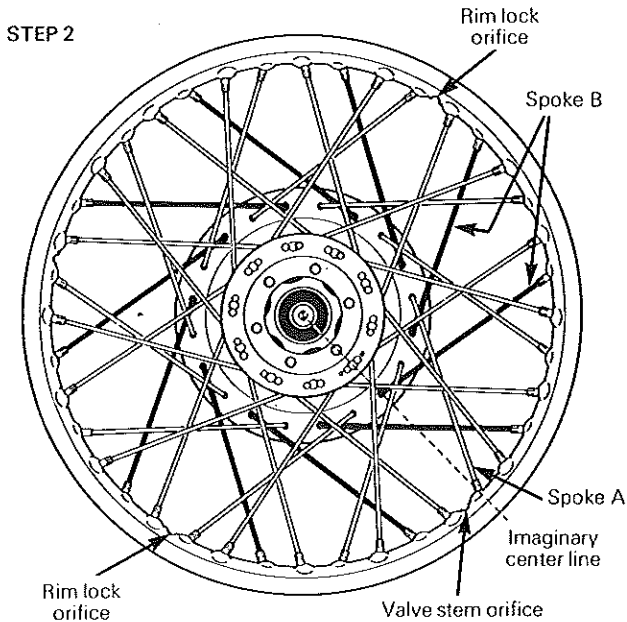
3. Align the hub and the rim on an imaginary center line drawn through the small shouldered spoke nipple embossement (located nearest to the right hand side of the valve stem orifice) and the spoke flange reference mark (1 dot stamped on each side of a spoke hole).

Install the 2 first spokes (as illustrated in step 1). Install nipples and screw on a few turns.



STEP 1

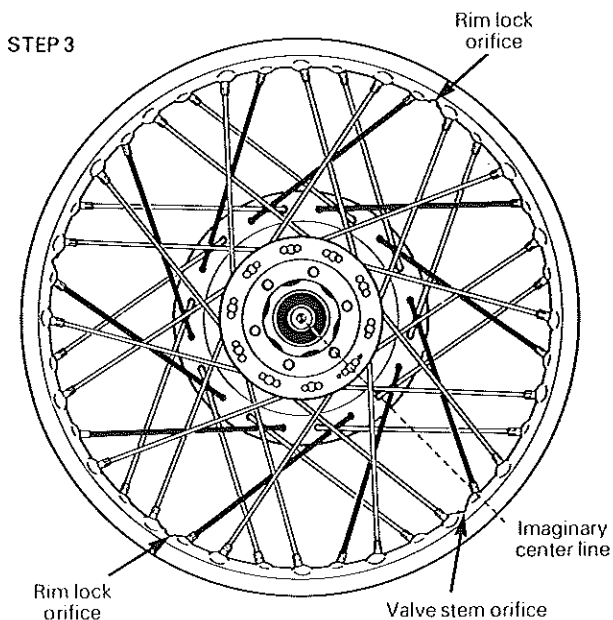
- Install all 10 brake side spokes facing upwards (p / n 743 012 007) into the inside of the hub countersunk holes. (As illustrated in step 2). Install nipples and screw on a few turns.



- NOTE: In order to install all the spokes in step 2, it is necessary to remove the spoke (A) (189 mm facing upwards brake side) that was used to start the lacing of the wheel in step 1. This will route the spokes (B) properly.

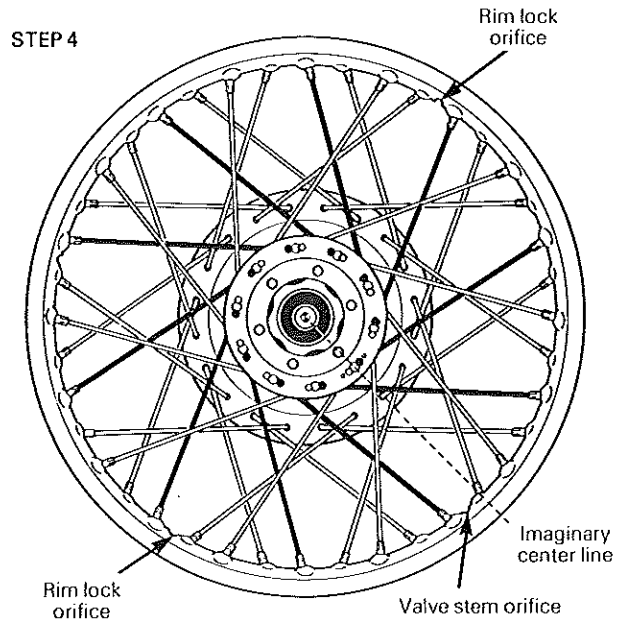
- Install all 10 brake side spokes facing upwards (p / n 743 012 007) into the inside of the hub non-countersunk holes. (As illustrated in step 3). Install nipples and screw on a few turns.

- NOTE: The spokes installed on step 3 must overlap the ones previously fitted in step 2.



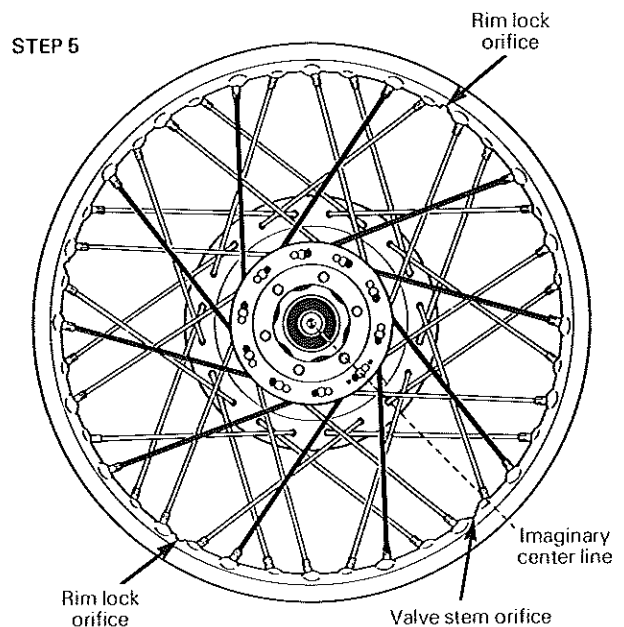
- Install all 10 sprocket side spokes (right side inside 743 012 009) facing downward. (As illustrated in step 4).

Install nipples and screw on a few turns.



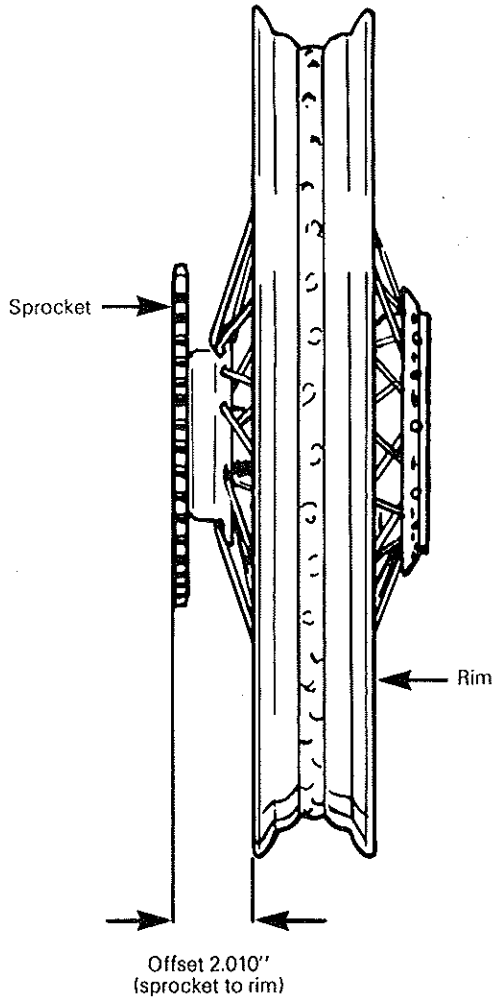
- Install all 10 sprocket side spokes (right side outside 743 012 008) facing upward. (As illustrated in step 5).

Install nipples and screw on a few turns.



- All the spokes are now loosely installed in the wheel assembly. Starting at the valve orifice, tighten all the spokes equally a couple of turns. After tightening, true the wheel.

○ NOTE: Rim edge must be off-set 2.010" from sprocket outer edge.



9. After wheel is put into service, the following maintenance schedule is suggested to keep rim true and spokes properly torqued:

- After first 5 hours;
- Before each race meet or offroad ride;
- After every 500 miles of road riding;
- As required, depending on riding conditions.

▼ CAUTION: Loose spokes will cause rim and / or hub damage.